

**Meeting Notes**  
**Bridge Enterprise Workshop**  
**CDOT HQ**  
**May 16, 2012**

CBE Board of Directors/Executive Director: Director D. Hunt, Chairman S. Parker, Vice Chairman G. Reiff, G. Ortiz, K. Gilliland, K. Connell, L. Gruen, D. Aden, E. Peterson and T. Rogers

CDOT Staff: T. Harris, S. McDaniel, B. Stein, L. Freedle, K. Hruska, T. Devito, D. Eller, T. Wrona, J. Olson, K. Neet, R. Akhavan, H. Stockinger, H. Morrow, Gary Vansuch, Heidi Bimmerle and T. Bircher

BE Program Manager: K. Szeliga, M. Klopfenstein, and A. Gurulé

The meeting was led by Chairman Parker and the following items were discussed.

1. Chairman Parker called the meeting to order.
2. Notes from the April 18<sup>th</sup>, 2012 workshop were addressed.
  - No comments were noted.
3. L. Freedle presented the Proposed 12<sup>th</sup> Budget Supplement for FY 2012.
  - She noted there are 2 budget actions this month. One is to begin design of a replacement bridge for structure E-16-AA in Region 6. The other is for additional design funding for E-17-ACS and E-17-ACT [new structure numbers] in Region 6.
  - Approval of the budget supplement will be requested at the Board meeting tomorrow.
4. L. Freedle presented the Proposed FY 2013 Program Budget.
  - L. Freedle noted that there has been a downward revenue adjustment from the draft presented last month. The revenue is projected to be \$87M instead of \$93M.
  - The interest earning revenues were also adjusted downward from the draft presented last month.
  - Director Aden asked if this was the last year of the ramping of the fee amounts. B. Stein confirmed that we are in the last year and then there will be no more increases. He further noted the revenue estimates are higher than actual revenues being collected and that is the reason for the adjustment.
  - A discussion was held on why projected revenues are down. It was noted that large [commercial] vehicles are registered out of state but having a significant impact on the roads due to their size. Chairman Parker suggested that this may be something to address with the legislature. Chairman Parker also noted that trailers and other secondary vehicles (located to adjacent border states) are being registered out of state.
  - Director Aden attended a Region 3 planning meeting for the Glenwood Springs Bridge, and was concerned with the discussion surrounding the creation of an iconic/signature bridge. He worried that too much funding would be spent on aesthetics. Chief Engineer Harris reminded the Board that there is guidance in place to curtail overspending. S. McDaniel noted that per a BE guidance document there is a 2% statewide and 5% project cap. It was also noted that the local municipalities could also fund aesthetic improvements if they were interested in something that BE was unable to fund.
  - Approval of the budget will be requested at the Board meeting tomorrow.

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5. R. Akhavan gave an update on the I-70 viaduct.
  - R. Akhavan discussed a major breakthrough in the planning for the I-70 viaduct. The EIS began in 2003 and the PACT identified a preferred alignment as staying in the current alignment.
  - After respectfully listening to input from interested stakeholders and at the direction of Executive Director Hunt, a new alternative is being studied. A sketch (attached) was presented overhead depicting a depressed roadway with an "800-foot long landscaped lid" connecting the adjacent community neighborhoods.
  - Public meetings were held in Commerce City where more than 90 people attended and in Denver where more than 300 people attended. The feedback has been very positive surrounding the new alternative.
  - The time frame to reach the final EIS and ROD is approximately 2 to 2.5 years.
  - Director Rogers asked what the impact of the new alternative is with regard to Bridge Enterprise. It was noted that the project is eligible for BE funding. A second question regarding what BE would actually own at the end of the project has not yet been determined.
  - H. Morrow noted that although it would be atypical to build a tunnel instead of a bridge the project still meets the FASTER law requirements of addressing poor (or structurally deficient) bridges in Colorado. B. Stein noted that BE would not own anything in the end.
  - Director Aden asked if the NEPA process could be sped up. R. Akhavan responded that he is already requesting that from the consultants and CDOT staff to speed up the process.
  - Reza recommend that the Board walk I-25 [T-Rex] at Louisiana to get an idea on how the viaduct can turn out. The noise in the area is greatly reduced.
  - Director Reiff asked where the below grade begins and ends. Reza responded that the road begins the ascent at Colorado Blvd and returns to grade around Brighton Blvd and will reach around 35 feet deep.
  - Director Gilliland asked how the pedestrian traffic will reach the park. Reza noted that the design is not finalized and this is one of many details that will still need to be addressed.
  - Chairman Parker requested a photo comparison of the current and the new alternative.
  - Reza cautioned the Board to not be "married" to the sketch as it was only a conceptual plan and many details still need to be finalized.
6. S. McDaniel pointed out the Bridge Enterprise Conference Presentations.
  - BE was able to participate in the National WTS Conference held Denver this May with a Poster presentation.
  - There will be an Executive presentation at the WASHTO meeting in July 2012.
  - BE program management team has been invited to attend the Ohio Transportation and Engineering Conference in October.
7. The meeting was adjourned.

*End of Meeting Notes*